



MULTI-MODAL TRANSPORTATION IMPACT FEE STUDY

FINAL REPORT

September 3, 2014



Prepared for:

City of Tampa

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September 3, 2014

Ms. Jean Duncan
City of Tampa Transportation Manager
306 E. Jackson St, 4th Floor East
Tampa, FL 33602

Re: City of Tampa Multi-Modal Transportation Impact Fee Study

Dear Ms. Duncan:

Enclosed is the Final Technical Report of the City of Tampa Multi-Modal Transportation Impact Fee Study. If you have any questions or comments concerning this report, please do not hesitate to contact me or Nilgün Kamp.

It has been our pleasure to have worked with the City staff on this important project.

Sincerely,

Steven A. Tindale, P.E., AICP
President

City of Tampa
Multi-Modal Transportation Impact Fee Study
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Introduction

In 1986, the Tampa City Council approved a City-Wide Transportation Impact Fee to be imposed in six impact fee districts (Ordinance No. 9362-A). The impact fee study was updated in 1989 to address right-of-way and construction cost increase and included trip length variation by district.

The City's current transportation impact fee is a roadway-based fee. Given its urbanized nature, the City is interested in a multi-modal approach instead, where impact fee revenues could be used to fund bicycle, pedestrian, and transit capital improvements in addition to roadway capital improvements. To achieve this flexibility, the City of Tampa retained Tindale-Oliver & Associates, Inc. (TOA) to transition the City's transportation impact fee program to a multi-modal transportation impact fee.

At this time, the City does not wish to increase fee rates. The purpose of this study is to transition the transportation impact fee to a multi-modal transportation impact fee and confirm that the current fee rates adopted in the City of Tampa are conservative compared to potential impact fee rates that would result from a full update study. As part of this study, the City is also interested in modifying the benefit district boundaries of the Central Business District.

As part of this partial update study, the following impact fee variables were reviewed and updated as needed.

- Demand Component (reviewed, but not updated)
- Cost Component (reviewed, but not updated)
- Credit Component (reviewed, but not updated)
- Multi-Modal Transportation Impact Fee Schedule
- Impact Fee Benefit Districts (partially updated)

The methodology used for the multi-modal transportation impact fee study follows a consumption-driven approach in which new development is charged based upon the proportion of person-miles of travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network. The use of PMT is one of the primary differences from the current methodology that uses vehicle-miles of travel (VMT) to calculate the transportation impact fee.

Included in this document is the necessary support material used in the calculation of the multi-modal transportation impact fees. The general equation used to compute the impact fee for a given land use is:

$$\text{[Demand} \times \text{Cost}] - \text{Credit} = \text{Fee}$$

The demand for travel placed on the transportation system is expressed in units of PMT (daily trip generation rate x the trip length x the percent new trips [of total trips] x the person-mile conversion factor) for each land use contained in the transportation fee schedule. The trip generation is expressed in terms of average daily rates since new development consumes trips on a daily basis. The cost of building new capacity typically is expressed in units of dollars per person-mile or lane-mile of transportation system capacity. The credit is an estimate of the future non-impact fee revenues generated by new development that are allocated to transportation system capacity expansion. Thus, the multi-modal transportation fee is an “up front” payment for a portion of the cost to replace the transportation facilities consumed by the development.

A review of multi-modal transportation impact fee variables and corresponding recommendations are presented in the following sections.

Demand Component

Travel Demand

The amount of road system consumed by a unit of new land development is calculated using the following variables and is a measure of the vehicle miles of new travel a unit of development places on the existing roadway system:

- Number of daily trips generated
- Average length of those trips
- Proportion of travel that is new travel, rather than travel that is already on the transportation system

At this time, the City does not wish to update the travel demand variables and they will remain unchanged for purposes of this update study.

Interstate & Toll Facility Discount Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, impact fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use. This factor was not updated as part of this study.

Conversion of Vehicle-Trips to Person-Trips

In the case of the multi-modal approach, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.30. This value was derived from a review of nationwide travel data and vehicle occupancy levels observed in other communities throughout Florida. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Cost Component

Cost information from the City of Tampa and other communities in Florida was reviewed to determine an average unit cost for all phases involved in the construction of one lane mile of roadway capacity. This average unit cost was then compared to the current unit cost used in the transportation impact fee calculation. The purpose of this review was to determine if the unit costs used in the City's impact fee calculations are overcharging new development. The remainder of this section provides summary data indicating that the current impact fee calculation is using conservative roadway unit cost variables in comparison to recent cost data.

Roadway Costs

This section presents a comparison of the roadway unit costs used to calculate the adopted transportation impact fee rates versus the current unit cost per lane mile in Tampa. This review suggests that the current cost is significantly higher than the adopted costs and since the last impact fee update study, design, construction engineering/inspection, right-of-way, and construction costs have all increased. As shown in Table 1, the average cost per lane mile used to calculate the adopted fees (\$1.44 million) is less than half of the current costs (\$3.62 million). The current cost was determined through a review of recent city roadway improvements bid in Tampa and from other jurisdictions throughout Florida. The current unit cost also reflects the costs of recently county and state road improvements bids in Hillsborough County and other jurisdictions throughout Florida. The unit cost per lane (\$3.62 million) was calculated by weighting the city, county, and state road costs based on the distribution of roadway improvements from the Hillsborough County 2035 Long Range Transportation Plan's (LRTP) Cost Affordable Plan (only includes projects located in Tampa).

As previously mentioned, this report is not updating the cost component of the transportation impact fee, but rather confirming that the current rates charged in Tampa are conservative. Table 1 presents a comparison of the unit construction cost per lane mile currently used in each district versus the unit construction cost calculated using more recent data which indicates that, regardless of the district, the currently adopted unit construction costs are much lower than the recently calculated figures.

Table 1
Unit Cost per Lane Mile Comparison for Tampa

District	1989 Study ⁽¹⁾	2014 Study ⁽²⁾
Central Business	\$1,876,474	
Central/East	\$1,122,043	
Interbay	\$1,201,910	
North Central	\$840,422	\$3,616,880
University North	\$1,271,498	
Westshore	\$2,349,786	
Average	\$1,443,689	

(1) Source: City of Tampa Transportation Impact Fee Update, 1989
(2) Source: Based on a review of recent city roadway improvements in Tampa and County/State roadway improvements bid in other jurisdictions throughout Florida

Table 2 presents a comparison of the unit cost per lane mile in Tampa to those used in recent impact fee studies throughout Florida. As shown, the 1989 Tampa costs are significantly lower than the costs used in more recent impact fee studies.

Table 2
City/County Unit Cost per Lane Mile Comparison

City/County	Study Year	Unit Cost per Lane Mile
Tampa ⁽¹⁾	1989	\$1,443,689
Indian River County	2014	\$2,591,000
Casselberry	2013	\$2,913,000
Oviedo	2013	\$2,913,000
Hernando County	2013	\$3,194,000
Polk County	2009	\$3,228,872
Tampa ⁽²⁾	2014	\$3,616,880
Orange County	2012	\$3,744,000
Charlotte County	2014	\$3,770,860
Collier County	2010	\$3,870,418
Orlando	2012	\$4,020,000

(1) Average of all six impact fee districts

(2) Source: Table 1

Cost per Person-Mile of Capacity Added (Roadways)

The multi-modal transportation cost per unit of development is assessed based on the cost per person-mile of capacity (PMC). The PMC is determined by multiplying the Vehicle-Miles of Capacity (VMC) by the person-trip factor (1.30) previously discussed. This factor is applied to both the demand and cost components and is merely a conversion factor which does not affect the magnitude of the impact fee rate. As shown in Table 3, the updated cost per PMC for travel within the City of Tampa is approximately \$323. The cost per PMC figure is used in the multi-modal impact fee calculation to determine the total impact cost per unit of development based on the person-miles of travel consumed. For each person-mile of travel that is added to the road system, approximately \$323 of transportation capacity is consumed.

Table 3 also presents the cost per PMC for travel within the City of Tampa based on data from the 1989 City of Tampa study, which is approximately \$127, on average. This comparison confirms that the current impact fee rates are conservative when compared to rates calculated using the more current data in this report. As shown, regardless of district, the calculated cost per PMC is much higher today than in 1989. As shown previously in Table 1, this is primarily due to the significant increase in the unit construction cost.

Table 3
Cost per PMC Added Comparison

District	1989 Study ⁽¹⁾	2014 Study ⁽²⁾
Central Business	\$187.40	
Central/East	\$104.62	
Interbay	\$109.98	
North Central	\$76.56	
University North	\$106.93	
Westshore	\$170.46	
Average	\$126.79	
		\$323.05

(1) Source: City of Tampa Transportation Impact Fee Update, 1989. VMC data was converted to PMC using a factor of 1.30 persons-per-vehicle

(2) Source: VMC was calculated based on an analysis of the Hillsborough County 2035 LRTP Cost Affordable Plan. VMC was then converted to PMC using the person-trip factor (1.30). Cost per VMC is the unit cost (Table 1) divided by the resulting PMC.

Bicycle and Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small quantities of travel – short trip lengths and low volumes – and there is little data on bicycle travel generation or trip lengths. Thus, travel demand for these modes by land use cannot be analyzed as readily as vehicular or transit travel. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on the cost to provide mobility. However, bike and pedestrian facilities are important and provide a means to travel for those who cannot drive or cannot afford to drive. They are a standard part of the urban street and at times are included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on classified roads are included in the transportation fee. The multi-modal transportation impact fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system that connect neighborhoods and allows for facilities to be added to existing classified roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for the City of Tampa was based on information provided by HART. Components of the transit capital cost include:

- Vehicle acquisition tied to new routes
- Bus stops, shelters, and benches
- Cost of road network used by transit vehicles

Transit capital costs are computed as the cost of capital features needed to expand the transit system, as follows:

$$\text{Transit Capital Cost} = \text{Bus Infrastructure Cost} + \text{Road Capacity Cost}$$

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not

significant. The roadway with transit cost per PMC is less than five (5) percent higher per lane mile than the cost to simply construct a road without transit amenities. In addition, a small percentage of total travel on the classified road network is dependent upon transit. Therefore, for the multi-modal transportation impact fee calculation, the calculated roadway cost per PMC is representative of the cost to provide transportation capacity for all modes of travel.

Credit Component

Gasoline Tax Equivalent Credit

When calculating multi-modal transportation impact fees, the present value of the portion of gasoline taxes generated by new development over the life of a roadway that is expected to be expended on capacity expansion projects is credited against the cost of the system consumed by travel associated with new development. In addition to gas taxes, this credit also includes sales tax and grant revenues which have been converted to gas tax equivalent pennies.

Since the gas taxes are generated on a countywide basis, the revenue credit for multi-modal capacity expansion projects was calculated based on a review of City of Tampa, Hillsborough County, and FDOT expenditures in Hillsborough County.

City

A review of the City's transportation capacity-expansion expenditures over the past five years and the FY 2014 CIP shows that transportation capacity expansion projects are primarily being funded by a combination of fuel tax and sales tax. Based on these historical and programmed expenditures, the City spends the equivalent of 1.4 pennies on transportation capacity expansion projects funded with revenue sources other than impact fees.

Additionally, the City has used recent bond revenues to fund capacity expansion improvements from the City's Neighborhood Transportation Plan. Only a small portion (7 percent) of the total bond revenues is dedicated to capacity expansion. This results in a 0.05 equivalent pennies of fuel tax revenue credit for the multi-modal transportation impact fee.

County

A review of Hillsborough County's FY 2013-2017 Capital Improvement Program shows that all transportation projects are being funded by a combination of impact fees, gas tax, grant funds, and sales tax revenues (as well as "undetermined" revenues). A total gas tax equivalent revenue credit of approximately 2.8 pennies was given for the non-impact fee expenditures on transportation capacity expansion projects.

State

State expenditures on state roads were reviewed, and a credit for the capacity-expansion improvements was estimated. The equivalent number of pennies allocated to fund state projects was determined from roadway, transit, bicycle, and pedestrian projects spanning a 14-year period (2005-2018). This period represents past FDOT Work Program expenditures from FY 2005-2013 and improvements listed in the Hillsborough County Transportation Improvement Plan (TIP) from 2014 to 2018. A list of capacity-adding improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, bike paths, sidewalks, capital for fixed-route service, and other capacity-addition projects. The review indicated that FDOT spending generates an equivalent gas tax credit of 10.5 pennies of gas tax revenue annually.

In summary, the City of Tampa contributes approximately 1.47 equivalent pennies of gas tax and the County contributes approximately 2.75 equivalent pennies of gas tax toward transportation capacity expansion projects. FDOT is spending gas tax revenues at an average of 10.45 equivalent pennies for state transportation projects in the City of Tampa/Hillsborough County. Therefore, a total of 14.67 pennies of credit was determined based on recent and projected expenditures on multi-modal transportation projects.

Present Worth Variables

The present worth variables from the previous City of Tampa Transportation Impact Fee Update Study were held constant for the fee calculations presented in this report:

- Facility Life: 50 years
- Interest Rate: 7.0%
- Fuel Efficiency: 17.16 miles per gallon
- Effective Days per Year: 365 days

Effect on Net Impact Fee

When compared to the credit calculation for the adopted fee rates, this updated credit provides a larger discount, and therefore works to lower the fee rate. This is due to increased transportation spending since 1989 and the fact that roadway, bike/ped, and transit improvements are all credit eligible under the multi-modal methodology. Additionally, the present worth variables of the credit calculation, including fuel efficiency,

facility life, and interest rate, would also be updated as part of a full impact fee update study. However, this larger potential credit is still not high enough to offset that fee increase resulting from the higher observed costs.

For example, the impact fee calculated for a single family home (2,000 sf) with the updated gasoline tax equivalent and the updated unit construction cost would reflect an approximately 75 percent increase in the fee compared to the currently adopted rate. This significantly higher calculated fee demonstrates that the city's current fee schedule is not overcharging new development.

Calculated Multi-Modal Transportation Impact Fee Schedule

The multi-modal impact fee calculations for each land use are included in Appendix A, which includes the major land use categories and the transportation fees for the individual land uses contained in each of the major categories. For each land use, Appendix A illustrates the following:

- Demand component variables (trip rate, trip length, percent new trips, and person-trip factor);
- Total impact cost
- Present value of the gas tax credit
- License tax credit
- Net multi-modal fee
- Current City of Tampa transportation impact fee; and
- Percent difference between the calculated fee and the current impact fee.

As mentioned previously, this limited update study converts the City's roadway-based impact fee program to a multi-modal transportation impact fee and confirms that the current rates are conservative. As such, the variables used in the calculation of the fee for each land use are based on the current adopted technical study that was completed in 1989.

For clarification purposes, it may be useful to walk through the calculation of an impact fee one of the land use categories. In the following example, the net multi-modal impact fee rate is calculated for the single-family residential land use category (ITE LUC 210) using information from the proposed impact fee schedules included in Appendix A. For each land use category, the following equations are utilized to calculate the net multi-modal fee:

$$\text{Net Multi-Modal Fee} = \text{Total Multi-Modal Cost} - \text{Total Credit}$$

Where:

$$\text{Total Multi-Modal Cost} = ([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate/Toll Facility Adjustment Factor}) \times (\text{Person-Trip Factor}) * (\text{Cost per Person-Mile of Capacity})$$

Annual Gas Tax = (Effective Days per Year x \$/Gallon to Capital) / Fuel Efficiency

Gas Tax Credit = Present Value (Annual Gas Tax), given a 7.0% interest rate & a 50-year facility life x [Trip Rate * Total Trip Length * % New Trips *(1- Interstate/Toll Facility Adjustment Factor)] /2

License Tax Credit = Present Value, given a 7.0% interest rate & a 50-year facility life of [Trip Rate * Total Trip Length * % New Trips * (1- Interstate/Toll Facility Adjustment Factor) * Effective Days per Year * (0.33% * Interstate/Toll Facility Adjustment Factor)]

For purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached residential land (1,500 to 2,499 sf) use category in the Central Business District:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (10.00)
- *Assessable Trip Length* = the actual average trip length for the category, in vehicle-miles (4.20)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of 0.48 miles, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (4.20 + 0.48 = 4.68)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (26%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated among land use codes since every trip has an origin and a destination
- *Person-Trip Factor* = Converts vehicle-miles of travel to person-miles of travel (1.30)
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for the travel demand occurring on interstate highways and/or toll facilities (17%)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development (\$187.41)
- *Effective Days per Year* = 365 days
- *\$/Gallon to Capital* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.0816)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (17.16)

- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 7.0% interest and a 50-year facility life, the uniform series present worth factor is 13.8007

Using these inputs, a net transportation fee can be calculated for the single-family residential detached (1,500 to 2,499 sf) land use category in the Central Business District.

Single Family (detached) 2,000 sq ft:

Total Multi-Modal Cost = $([10.00 * 4.20 * 0.26] / 2) * (1 - 0.17) * 1.30 * (\$187.41) = \$1,104$
 Annual Gas Tax = $(365 * 0.0816) / 17.16 = \1.74
 Gas Tax Credit = $13.8007 * 1.74 * ([10.00 * 4.68 * 0.26 * (1-0.17)] / 2) = \121
 License Tax Credit = $13.8007 * [10.00 * 4.68 * 0.26 * (1-0.17) * 365 * 0.0032595 * 0.17] = \28
 Net Multi-Modal Fee = $\$1,104 - \$121 - \$28 = \955

The complete fee schedules by land use are included in Appendix A.

Multi-Modal Transportation Impact Fee Comparison

Table 4 presents City of Tampa’s calculated multi-modal impact fee and a comparison to transportation impact fees in the surrounding and other jurisdictions in Florida. It should be noted that the differences in fee levels for a given land use can be caused by several factors, including the year of the technical study, adoption percentage, study methodology including variations in costs, credits and travel demand, land use categories included in the fee schedule, etc.

Table 4
Multi-Modal Transportation Impact Fee Comparison

Land Use	Unit	City of Tampa ⁽¹⁾												Hillsborough County ⁽³⁾	Pasco County ⁽⁴⁾	Pinellas County ⁽⁵⁾			
		Central Business		Central/East		Interbay		North Central		University North		Westshore							
		Adopted	Calculated Multi Modal	Adopted	Calculated Multi Modal	Adopted	Calculated Multi Modal	Adopted	Calculated Multi Modal	Adopted	Calculated Multi Modal	Adopted	Calculated Multi Modal						
Date of Last Update	-	1989	2014	1989	2014	1989	2014	1989	2014	1989	2014	1989	2014	1985	2011	n/a			
Adoption Percentage	-	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	n/a	100%	n/a			
Residential:																			
Single Family (2,000 sf)	du	\$955	\$955	\$1,677	\$1,677	\$1,707	\$1,707	\$1,344	\$1,344	\$2,176	\$2,176	\$2,770	\$2,770	\$1,475	\$5,835	\$2,066			
Non-Residential:																			
Light Industrial	1,000 sf	\$1,882	\$1,882	\$1,119	\$1,119	\$1,164	\$1,164	\$918	\$918	\$1,481	\$1,481	\$1,830	\$1,830	\$994	\$0	\$1,414			
Office (50,000 sf)	1,000 sf	\$6,056	\$6,056	\$3,601	\$3,601	\$3,746	\$3,746	\$2,954	\$2,954	\$4,765	\$4,765	\$5,890	\$5,890	\$2,326	\$0	\$2,767			
Retail (125,000 sf)	1,000 sf	\$3,586	\$3,586	\$3,693	\$3,693	\$3,894	\$3,894	\$2,818	\$2,818	\$3,999	\$3,999	\$6,865	\$6,865	\$3,352	\$5,641	\$3,627			
Bank w/Drive-In	1,000 sf	\$7,963	\$7,963	\$5,800	\$5,800	\$6,118	\$6,118	\$4,335	\$4,335	\$6,286	\$6,286	\$10,955	\$10,955	\$13,043	\$12,730	\$2,975			
Fast Food w/Drive-Thru	1,000 sf	\$3,784	\$3,784	\$5,505	\$5,505	\$5,808	\$5,808	\$4,094	\$4,094	\$5,969	\$5,969	\$10,440	\$10,440	\$7,726	\$40,950	\$19,599			

(1) Source: Appendix A, Tables A-1 through A-6

(2) Source: Hillsborough County Development Services Department. Fees shown are an average of the 10 impact zones

(3) Source: Pasco County Central Permitting Department. Fees shown are for the “urban” area mobility fee

(4) Source: Pinellas County Building & Development Review Services Department

Benefit Districts Review

The current transportation impact fee benefit districts were established as part of the first impact fee study conducted in 1986/87. These boundaries were based on land uses, growth rates, major roadway boundaries, and the type of roadway facilities in each area and coincided with the City's impact fee districts. While the current impact fee and benefit district boundaries are the same (as illustrated in Figure 1), the benefit districts do not serve the same purpose as the impact fee districts. The impact fee districts dictate the specific rate to be charged based on the impact fee rate schedules for each district. Additionally, there are select exemption areas in the Central/East impact fee district, including Ybor City, where impact fees are waived. The benefit districts dictate where the impact fee revenues can be spent to ensure that the fee payers receive the associated benefit. The fee and benefit districts do not have to have the same boundaries.

As part of this update, the transportation benefit district boundaries were revisited. Based on discussion with City staff and a review of the existing districts, it was recommended that the boundary of the Central Business District (CBD) benefit district be expanded to be consistent with related planning documents.

Historically, the downtown area for of the City of Tampa has been restricted to the east side of the Hillsborough River. Consistent with more recent planning and economic development goals, the City is interested in expanding downtown westward and to the north. This expansion will infringe upon the current Central/East (CET) and Interbay (INB) benefit districts. Due to the nature of these planning goals, it is recommended that the CBD boundaries be extended across the Hillsborough River. This would allow funds collected within the CBD impact fee district to be spent across the river. This expansion is illustrated in Figure 2, with a close-up provided in Figure 3.

It should be noted that transportation impact fees are not collected in the three impact fee exemption areas (East Tampa, Ybor City, and West Tampa) and impact fee revenues may not be spent within these areas. Impact fee exemption areas are illustrated in Figure 1.

Figure 1
Existing Multi-Modal Transportation Benefit Districts

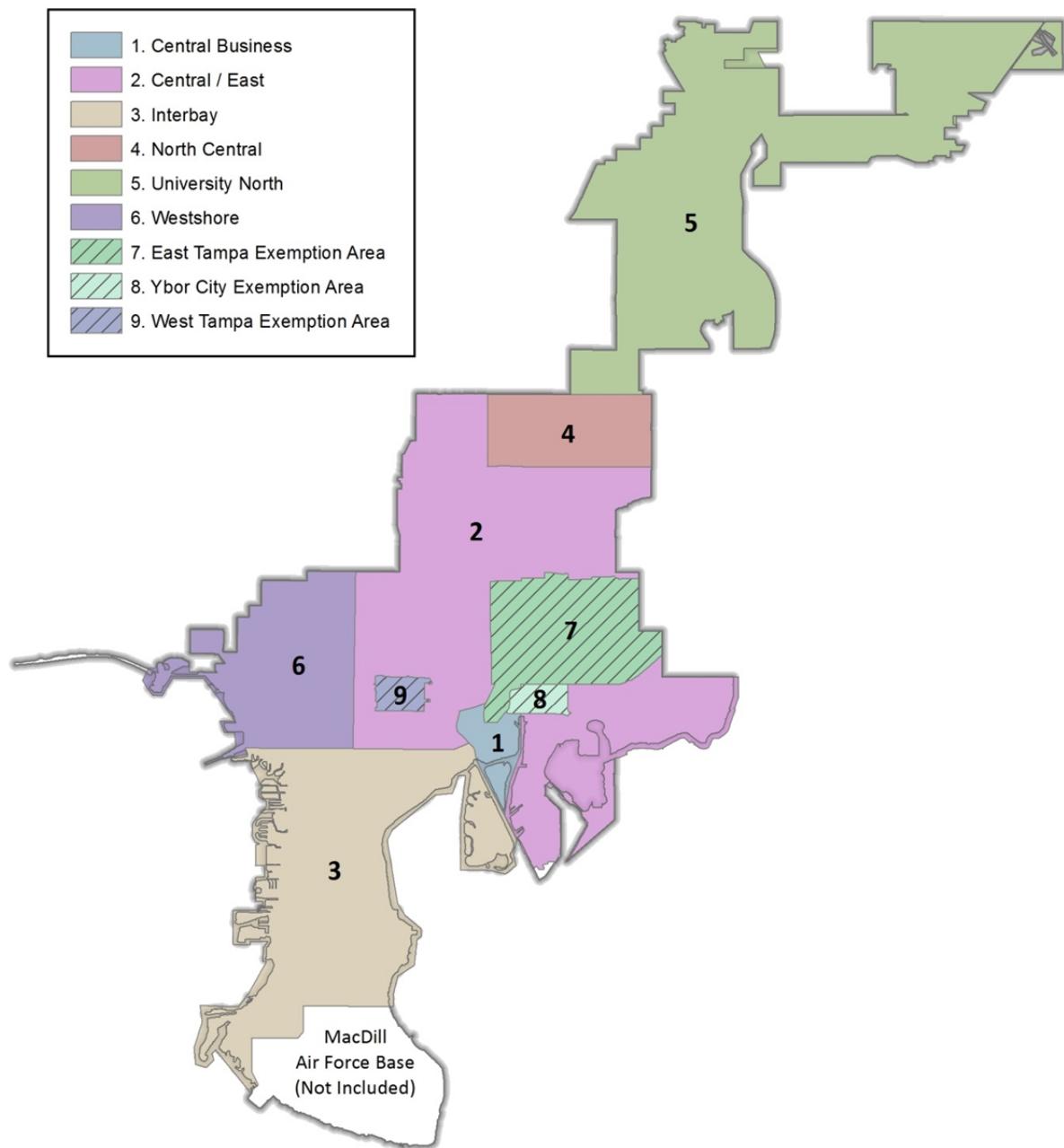
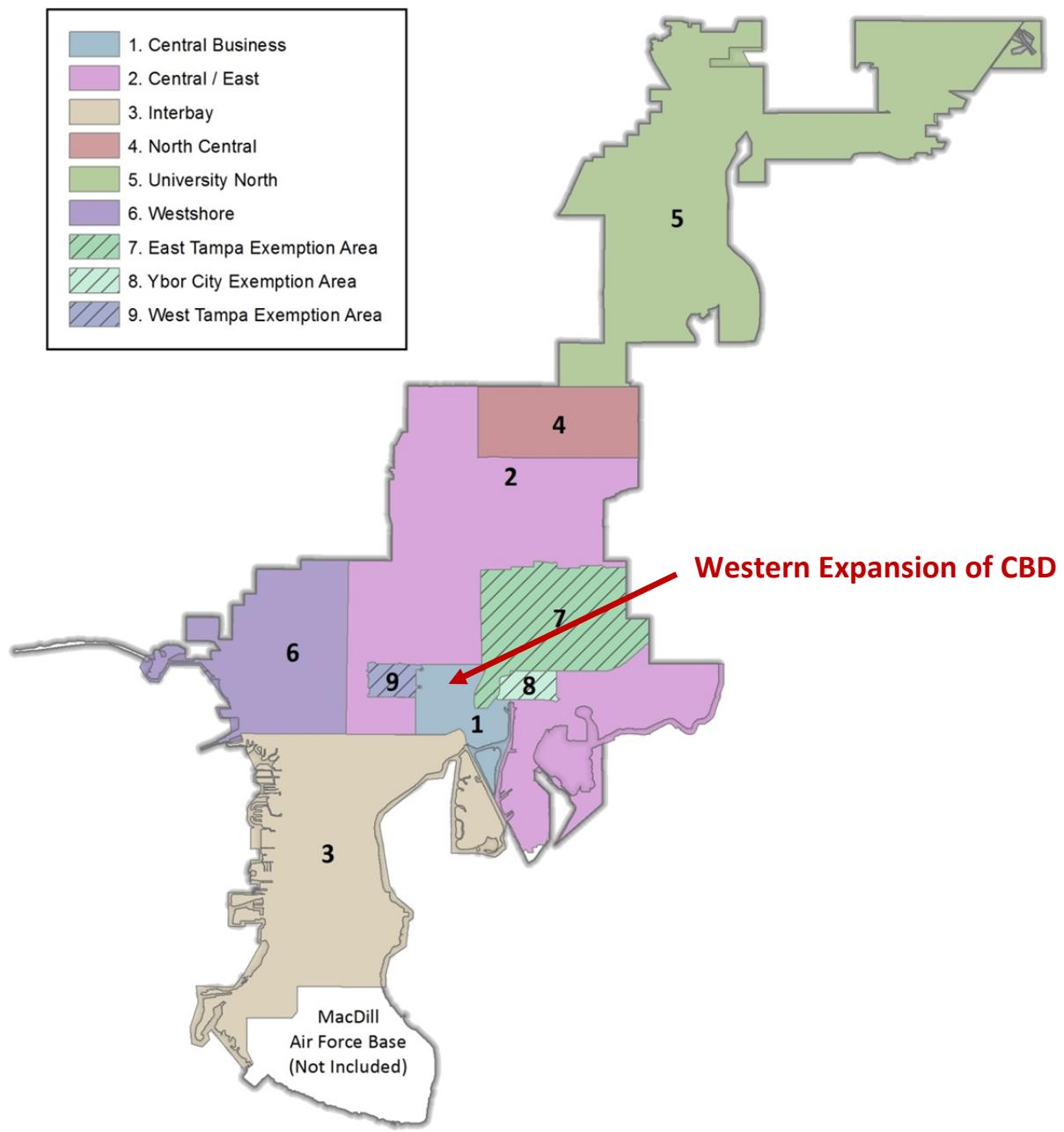
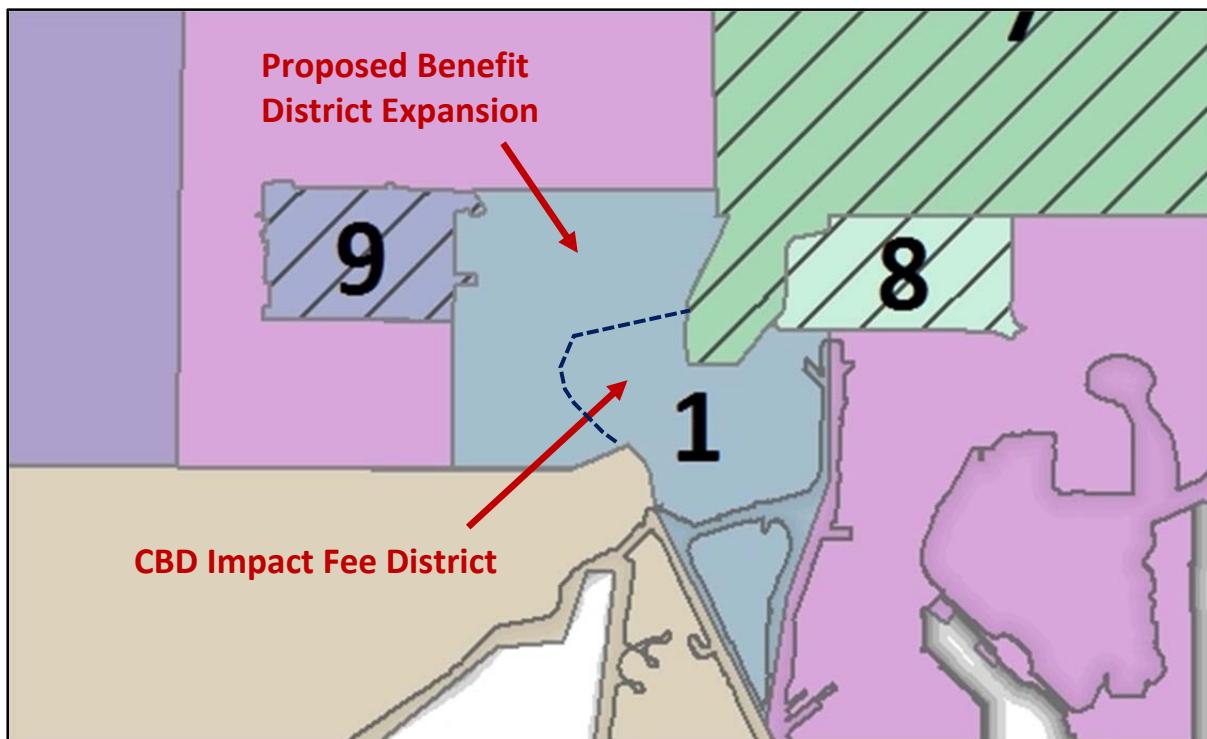


Figure 2
Proposed Multi-Modal Transportation Benefit Districts



Note: These adjustments apply to the benefit districts only. The impact fee district boundaries will not be changed and will remain as illustrated in Figure 1

Figure 3
CBD Benefit District Close-up



Note: These adjustments apply to the benefit districts only. The impact fee district boundaries will not be changed and will remain as illustrated in Figure 1

Appendix A:
Multi-Modal Transportation Impact Fee Schedule

Table A-1
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Central Business District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0816	Transportation Cost per VMC:	\$243.63	Interstate/Toll Facility Adjustment Factor:	17%								
Gasoline Tax (Total Annual Rate):	\$1.74	Transportation Cost per PMC:	\$187.41	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	4.20	4.68	26%	3.40	1.30	4.42	\$828	\$91	\$21	\$716
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	4.20	4.68	26%	4.53	1.30	5.89	\$1,104	\$121	\$28	\$955
2,500 sf or larger	du	11.80	1989 Tampa Study	4.20	4.68	26%	5.35	1.30	6.96	\$1,303	\$143	\$33	\$1,127
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	4.20	4.68	26%	3.44	1.30	4.47	\$839	\$92	\$21	\$726
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	4.10	4.58	26%	2.30	1.30	2.99	\$560	\$62	\$14	\$485
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	4.10	4.58	26%	1.77	1.30	2.30	\$431	\$47	\$11	\$373
Mobile Home	du	4.80	1989 Tampa Study	4.10	4.58	26%	2.12	1.30	2.76	\$517	\$57	\$13	\$447
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.34	3.82	26%	1.19	1.30	1.55	\$290	\$33	\$8	\$250
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.34	3.82	26%	1.19	1.30	1.55	\$290	\$33	\$8	\$250
LODGING:													
Hotel	room	10.10	1989 Tampa Study	3.49	3.97	61%	8.92	1.30	11.60	\$2,174	\$243	\$57	\$1,874
Motel	room	10.10	1989 Tampa Study	3.49	3.97	61%	8.92	1.30	11.60	\$2,174	\$243	\$57	\$1,874
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	5.27	5.75	74%	8.90	1.30	11.57	\$2,169	\$233	\$54	\$1,882
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	5.27	5.75	74%	2.43	1.30	3.16	\$591	\$63	\$15	\$513
Warehouse	1,000 sf	4.90	1989 Tampa Study	5.27	5.75	74%	7.93	1.30	10.31	\$1,932	\$207	\$48	\$1,676
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	5.27	5.75	74%	4.53	1.30	5.89	\$1,104	\$118	\$28	\$958
Utilities	employee	0.70	1989 Tampa Study	5.27	5.75	74%	1.13	1.30	1.47	\$276	\$30	\$7	\$239
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	5.27	5.75	100%	24.93	1.30	32.41	\$6,074	\$652	\$152	\$5,271
Nursing Home	bed	2.60	1989 Tampa Study	2.92	3.40	100%	3.15	1.30	4.10	\$768	\$88	\$20	\$659
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	5.27	5.75	74%	28.65	1.30	37.25	\$6,979	\$749	\$174	\$6,056
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	5.27	5.75	74%	23.14	1.30	30.08	\$5,639	\$605	\$141	\$4,892
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	5.27	5.75	74%	17.64	1.30	22.93	\$4,298	\$461	\$107	\$3,729
Research Facility	1,000 sf	5.30	1989 Tampa Study	5.27	5.75	74%	8.58	1.30	11.15	\$2,090	\$224	\$52	\$1,813
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	48%	11.24	1.30	14.61	\$2,739	\$387	\$90	\$1,922
Shopping Center under 50,000 sf ⁽³⁾ gla ⁽³⁾	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	31%	16.68	1.30	21.68	\$4,065	\$574	\$134	\$2,853
Shopping Center 50,000-99,999 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	33%	19.09	1.30	24.82	\$4,651	\$587	\$137	\$3,339
Shopping Center 100,000-199,999 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	35%	20.35	1.30	26.46	\$4,957	\$599	\$140	\$3,586
Shopping Center 200,000-299,999 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	50.60	1989 Tampa Study	2.53	3.01	40%	21.25	1.30	27.63	\$5,177	\$606	\$141	\$3,766
Shopping Center 300,000-399,999 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	41.90	1989 Tampa Study	2.92	3.40	43%	21.83	1.30	28.38	\$5,319	\$609	\$142	\$3,883
Shopping Center 400,000-999,999 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	37.20	1989 Tampa Study	2.92	3.40	46%	20.74	1.30	26.96	\$5,052	\$579	\$135	\$3,688
Shopping Center greater than 1,000,000 sf ⁽³⁾ gla ⁽⁴⁾	1,000 sf	34.10	1989 Tampa Study	2.92	3.40	48%	19.83	1.30	25.78	\$4,832	\$553	\$129	\$3,528

Table A-1 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Central Business District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	31%	24.86	1.30	32.32	\$6,056	\$1,072	\$250	\$4,024
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	2.92	3.40	48%	3.90	1.30	5.07	\$949	\$109	\$25	\$693
Furniture Store	1,000 sf	0.70	1989 Tampa Study	2.92	3.40	48%	0.41	1.30	0.53	\$99	\$11	\$3	\$72
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	21%	10.44	1.30	13.57	\$2,545	\$325	\$76	\$2,143
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	21%	18.63	1.30	24.22	\$4,538	\$611	\$142	\$3,784
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	35%	34.37	1.30	44.68	\$8,373	\$1,106	\$258	\$7,009
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	35%	39.04	1.30	50.75	\$9,512	\$1,256	\$293	\$7,963
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	35%	12.40	1.30	16.12	\$3,022	\$399	\$93	\$2,530
Insurance	1,000 sf	11.50	1989 Tampa Study	5.27	5.75	74%	18.61	1.30	24.19	\$4,534	\$487	\$113	\$3,934
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	28%	12.46	1.30	16.20	\$3,035	\$388	\$90	\$2,556
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	74%	101.07	1.30	131.39	\$24,625	\$3,479	\$810	\$20,335
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	4.86	5.34	33%	2.06	1.30	2.68	\$503	\$54	\$13	\$436
Marina	berth	3.00	1989 Tampa Study	4.86	5.34	100%	6.05	1.30	7.87	\$1,474	\$159	\$37	\$1,278
Golf Course	parking space	5.30	1989 Tampa Study	4.86	5.34	100%	10.69	1.30	13.90	\$2,604	\$281	\$66	\$2,257
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	32%	4.82	1.30	6.27	\$1,174	\$133	\$31	\$1,009
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	3.84	4.32	100%	1.59	1.30	2.07	\$388	\$43	\$10	\$335
Middle School (Private)	student	1.00	1989 Tampa Study	3.84	4.32	100%	1.59	1.30	2.07	\$388	\$43	\$10	\$335
High School (Private)	student	1.40	1989 Tampa Study	3.84	4.32	100%	2.23	1.30	2.90	\$544	\$60	\$14	\$469
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	3.84	4.32	100%	2.55	1.30	3.32	\$621	\$69	\$16	\$536
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	3.84	4.32	100%	3.82	1.30	4.97	\$932	\$103	\$24	\$805
Church	1,000 sf	7.70	1989 Tampa Study	3.84	4.32	35%	4.29	1.30	5.58	\$1,046	\$116	\$27	\$904
General Aviation	flight	3.06	1989 Tampa Study	5.27	5.75	100%	6.69	1.30	8.70	\$1,630	\$175	\$41	\$1,415
Civic Center	1,000 sf	25.00	1989 Tampa Study	5.27	5.75	100%	54.68	1.30	71.08	\$13,321	\$1,430	\$333	\$11,558

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category

Table A-2
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Central/East District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0818	Transportation Cost per VMC:	\$136.01	Interstate/Toll Facility Adjustment Factor:	17%								
Gasoline Tax (Total Annual Rate):	\$1.74	Transportation Cost per PMC:	\$104.62	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	3.93	4.41	100%	12.23	1.30	15.90	\$1,664	\$329	\$77	\$1,258
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	3.93	4.41	100%	16.31	1.30	21.20	\$2,218	\$439	\$102	\$1,677
2,500 sf or larger	du	11.80	1989 Tampa Study	3.93	4.41	100%	19.25	1.30	25.03	\$2,617	\$518	\$121	\$1,979
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	3.93	4.41	100%	12.40	1.30	16.12	\$1,686	\$334	\$78	\$1,274
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	3.88	4.36	100%	8.37	1.30	10.88	\$1,139	\$226	\$53	\$860
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	3.88	4.36	100%	6.44	1.30	8.37	\$876	\$174	\$40	\$662
Mobile Home	du	4.80	1989 Tampa Study	3.88	4.36	100%	7.73	1.30	10.05	\$1,051	\$208	\$48	\$794
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.43	3.91	100%	4.70	1.30	6.11	\$639	\$129	\$30	\$480
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.43	3.91	100%	4.70	1.30	6.11	\$639	\$129	\$30	\$480
LODGING:													
Hotel	room	10.10	1989 Tampa Study	3.39	3.87	100%	14.21	1.30	18.47	\$1,933	\$389	\$91	\$1,453
Motel	room	10.10	1989 Tampa Study	3.39	3.87	100%	14.21	1.30	18.47	\$1,933	\$389	\$91	\$1,453
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	4.74	5.22	100%	10.82	1.30	14.07	\$1,471	\$286	\$67	\$1,119
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	4.74	5.22	100%	2.95	1.30	3.84	\$401	\$78	\$18	\$305
Warehouse	1,000 sf	4.90	1989 Tampa Study	4.74	5.22	100%	9.64	1.30	12.53	\$1,311	\$255	\$59	\$997
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	4.74	5.22	100%	5.51	1.30	7.16	\$749	\$146	\$34	\$570
Utilities	employee	0.70	1989 Tampa Study	4.74	5.22	100%	1.38	1.30	1.79	\$187	\$36	\$8	\$142
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	4.74	5.22	100%	22.42	1.30	29.15	\$3,050	\$593	\$138	\$2,319
Nursing Home	bed	2.60	1989 Tampa Study	3.32	3.80	100%	3.58	1.30	4.65	\$487	\$98	\$23	\$366
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	4.74	5.22	100%	34.82	1.30	45.27	\$4,735	\$920	\$214	\$3,601
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	4.74	5.22	100%	28.13	1.30	36.57	\$3,826	\$744	\$173	\$2,909
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	4.74	5.22	100%	21.44	1.30	27.87	\$2,916	\$567	\$132	\$2,218
Research Facility	1,000 sf	5.30	1989 Tampa Study	4.74	5.22	100%	10.43	1.30	13.56	\$1,418	\$276	\$64	\$1,078
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	100%	23.42	1.30	30.45	\$3,185	\$807	\$188	\$1,861
Shopping Center under 50,000 sf ⁽³⁾	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	66%	35.52	1.30	46.18	\$4,831	\$1,225	\$285	\$2,823
Shopping Center 50,000-99,999 sf ⁽⁴⁾	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	72%	41.65	1.30	54.15	\$5,665	\$1,282	\$298	\$3,472
Shopping Center 100,000-199,999 sf ⁽⁴⁾	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	75%	43.60	1.30	56.68	\$5,929	\$1,286	\$299	\$3,693
Shopping Center 200,000-299,999 sf ⁽⁴⁾	1,000 sf	50.60	1989 Tampa Study	2.75	3.23	75%	43.31	1.30	56.30	\$5,890	\$1,221	\$284	\$3,728
Shopping Center 300,000-399,999 sf ⁽⁴⁾	1,000 sf	41.90	1989 Tampa Study	3.32	3.80	75%	43.30	1.30	56.29	\$5,889	\$1,190	\$277	\$3,759
Shopping Center 400,000-999,999 sf ⁽⁴⁾	1,000 sf	37.20	1989 Tampa Study	3.32	3.80	75%	38.44	1.30	49.97	\$5,228	\$1,056	\$246	\$3,337
Shopping Center greater than 1,000,000 sf ⁽⁴⁾	1,000 sf	34.10	1989 Tampa Study	3.32	3.80	75%	35.24	1.30	45.81	\$4,792	\$968	\$225	\$3,059

Table A-2 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Central/East District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	58%	46.50	1.30	60.45	\$6,325	\$2,009	\$467	\$3,271
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	3.32	3.80	100%	9.23	1.30	12.00	\$1,255	\$254	\$59	\$801
Furniture Store	1,000 sf	0.70	1989 Tampa Study	3.32	3.80	100%	0.96	1.30	1.25	\$131	\$26	\$6	\$84
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	82%	40.78	1.30	53.01	\$5,547	\$1,273	\$296	\$3,978
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	65%	57.65	1.30	74.95	\$7,841	\$1,895	\$441	\$5,505
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	54%	53.02	1.30	68.93	\$7,211	\$1,709	\$397	\$5,105
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	54%	60.24	1.30	78.31	\$8,193	\$1,942	\$452	\$5,800
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	54%	19.14	1.30	24.88	\$2,603	\$617	\$143	\$1,843
Insurance	1,000 sf	11.50	1989 Tampa Study	4.74	5.22	100%	22.62	1.30	29.41	\$3,077	\$598	\$139	\$2,340
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	89%	39.59	1.30	51.47	\$5,385	\$1,235	\$287	\$3,862
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	42%	57.37	1.30	74.58	\$7,802	\$1,978	\$460	\$5,364
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	4.42	4.90	100%	5.69	1.30	7.40	\$773	\$151	\$35	\$587
Marina	berth	3.00	1989 Tampa Study	4.42	4.90	100%	5.50	1.30	7.15	\$748	\$146	\$34	\$568
Golf Course	parking space	5.30	1989 Tampa Study	4.42	4.90	100%	9.72	1.30	12.64	\$1,322	\$259	\$60	\$1,003
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	94%	14.15	1.30	18.40	\$1,924	\$392	\$91	\$1,441
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	3.67	4.15	100%	1.52	1.30	1.98	\$207	\$41	\$10	\$156
Middle School (Private)	student	1.00	1989 Tampa Study	3.67	4.15	100%	1.52	1.30	1.98	\$207	\$41	\$10	\$156
High School (Private)	student	1.40	1989 Tampa Study	3.67	4.15	100%	2.13	1.30	2.77	\$290	\$58	\$13	\$219
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	3.67	4.15	100%	2.44	1.30	3.17	\$331	\$66	\$15	\$250
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	3.67	4.15	100%	3.66	1.30	4.76	\$497	\$99	\$23	\$375
Church	1,000 sf	7.70	1989 Tampa Study	3.67	4.15	100%	11.73	1.30	15.25	\$1,595	\$318	\$74	\$1,203
General Aviation	flight	3.06	1989 Tampa Study	4.74	5.22	100%	6.02	1.30	7.83	\$819	\$159	\$37	\$623
Civic Center	1,000 sf	25.00	1989 Tampa Study	4.74	5.22	100%	49.18	1.30	63.93	\$6,688	\$1,300	\$302	\$5,086

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category

Table A-3
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Interbay District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0822	Transportation Cost per VMC:	\$142.98	Interstate/Toll Facility Adjustment Factor:	17%								
Gasoline Tax (Total Annual Rate):	\$1.75	Transportation Cost per PMC:	\$109.99	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	3.80	4.28	100%	11.83	1.30	15.38	\$1,691	\$321	\$90	\$1,280
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	3.80	4.28	100%	15.77	1.30	20.50	\$2,255	\$428	\$119	\$1,707
2,500 sf or larger	du	11.80	1989 Tampa Study	3.80	4.28	100%	18.61	1.30	24.19	\$2,661	\$506	\$141	\$2,014
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	3.80	4.28	100%	11.99	1.30	15.59	\$1,714	\$326	\$91	\$1,297
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	3.74	4.22	100%	8.07	1.30	10.49	\$1,154	\$220	\$61	\$873
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	3.74	4.22	100%	6.21	1.30	8.07	\$888	\$169	\$47	\$672
Mobile Home	du	4.80	1989 Tampa Study	3.74	4.22	100%	7.45	1.30	9.69	\$1,065	\$203	\$57	\$806
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.22	3.70	100%	4.41	1.30	5.73	\$631	\$122	\$34	\$474
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.22	3.70	100%	4.41	1.30	5.73	\$631	\$122	\$34	\$474
LODGING:													
Hotel	room	10.10	1989 Tampa Study	3.19	3.67	100%	13.37	1.30	17.38	\$1,912	\$371	\$103	\$1,437
Motel	room	10.10	1989 Tampa Study	3.19	3.67	100%	13.37	1.30	17.38	\$1,912	\$371	\$103	\$1,437
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	4.68	5.16	100%	10.68	1.30	13.88	\$1,527	\$284	\$79	\$1,164
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	4.68	5.16	100%	2.91	1.30	3.78	\$417	\$77	\$22	\$317
Warehouse	1,000 sf	4.90	1989 Tampa Study	4.68	5.16	100%	9.52	1.30	12.38	\$1,361	\$253	\$71	\$1,037
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	4.68	5.16	100%	5.44	1.30	7.07	\$778	\$145	\$40	\$593
Utilities	employee	0.70	1989 Tampa Study	4.68	5.16	100%	1.36	1.30	1.77	\$194	\$36	\$10	\$148
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	4.68	5.16	100%	22.14	1.30	28.78	\$3,166	\$589	\$164	\$2,413
Nursing Home	bed	2.60	1989 Tampa Study	3.11	3.59	100%	3.36	1.30	4.37	\$480	\$93	\$26	\$360
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	4.68	5.16	100%	34.38	1.30	44.69	\$4,915	\$914	\$255	\$3,746
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	4.68	5.16	100%	27.77	1.30	36.10	\$3,971	\$739	\$206	\$3,026
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	4.68	5.16	100%	21.17	1.30	27.52	\$3,027	\$563	\$157	\$2,307
Research Facility	1,000 sf	5.30	1989 Tampa Study	4.68	5.16	100%	10.29	1.30	13.38	\$1,472	\$274	\$76	\$1,122
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	100%	23.42	1.30	30.45	\$3,348	\$811	\$226	\$1,964
Shopping Center under 50,000 sf ⁽³⁾	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	66%	35.52	1.30	46.18	\$5,079	\$1,231	\$343	\$2,979
Shopping Center 50,000-99,999 sf ⁽⁴⁾	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	72%	41.65	1.30	54.15	\$5,956	\$1,288	\$359	\$3,662
Shopping Center 100,000-199,999 sf ⁽⁴⁾	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	75%	43.60	1.30	56.68	\$6,234	\$1,292	\$360	\$3,894
Shopping Center 200,000-299,999 sf ⁽⁴⁾	1,000 sf	50.60	1989 Tampa Study	2.64	3.12	75%	41.58	1.30	54.05	\$5,945	\$1,185	\$330	\$3,765
Shopping Center 300,000-399,999 sf ⁽⁴⁾	1,000 sf	41.90	1989 Tampa Study	3.11	3.59	75%	40.56	1.30	52.73	\$5,799	\$1,129	\$315	\$3,702
Shopping Center 400,000-999,999 sf ⁽⁴⁾	1,000 sf	37.20	1989 Tampa Study	3.11	3.59	75%	36.01	1.30	46.81	\$5,149	\$1,003	\$280	\$3,286
Shopping Center greater than 1,000,000 sf ⁽⁴⁾	1,000 sf	34.10	1989 Tampa Study	3.11	3.59	75%	33.01	1.30	42.91	\$4,720	\$919	\$256	\$3,013

Table A-3 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Interbay District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	58%	46.50	1.30	60.45	\$6,649	\$2,019	\$563	\$4,067
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	3.11	3.59	100%	8.65	1.30	11.25	\$1,236	\$241	\$67	\$789
Furniture Store	1,000 sf	0.70	1989 Tampa Study	3.11	3.59	100%	0.90	1.30	1.17	\$129	\$25	\$7	\$82
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	82%	40.78	1.30	53.01	\$5,831	\$1,279	\$357	\$4,196
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	65%	57.65	1.30	74.95	\$8,243	\$1,904	\$531	\$5,808
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	54%	53.02	1.30	68.93	\$7,581	\$1,718	\$479	\$5,385
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	54%	60.24	1.30	78.31	\$8,613	\$1,951	\$544	\$6,118
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	54%	19.14	1.30	24.88	\$2,736	\$620	\$173	\$1,944
Insurance	1,000 sf	11.50	1989 Tampa Study	4.68	5.16	100%	22.34	1.30	29.04	\$3,194	\$594	\$166	\$2,434
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	89%	39.59	1.30	51.47	\$5,661	\$1,242	\$346	\$4,073
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	42%	57.37	1.30	74.58	\$8,202	\$1,988	\$554	\$5,660
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	4.33	4.81	100%	5.57	1.30	7.24	\$796	\$149	\$42	\$606
Marina	berth	3.00	1989 Tampa Study	4.33	4.81	100%	5.39	1.30	7.01	\$771	\$144	\$40	\$586
Golf Course	parking space	5.30	1989 Tampa Study	4.33	4.81	100%	9.52	1.30	12.38	\$1,362	\$255	\$71	\$1,035
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	94%	14.15	1.30	18.40	\$2,023	\$394	\$110	\$1,519
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	3.50	3.98	100%	1.45	1.30	1.89	\$208	\$40	\$11	\$157
Middle School (Private)	student	1.00	1989 Tampa Study	3.50	3.98	100%	1.45	1.30	1.89	\$208	\$40	\$11	\$157
High School (Private)	student	1.40	1989 Tampa Study	3.50	3.98	100%	2.03	1.30	2.64	\$291	\$56	\$16	\$219
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	3.50	3.98	100%	2.32	1.30	3.02	\$332	\$64	\$18	\$251
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	3.50	3.98	100%	3.49	1.30	4.54	\$498	\$96	\$27	\$376
Church	1,000 sf	7.70	1989 Tampa Study	3.50	3.98	100%	11.18	1.30	14.53	\$1,599	\$307	\$86	\$1,207
General Aviation	flight	3.06	1989 Tampa Study	4.68	5.16	100%	5.94	1.30	7.72	\$850	\$158	\$44	\$648
Civic Center	1,000 sf	25.00	1989 Tampa Study	4.68	5.16	100%	48.56	1.30	63.13	\$6,943	\$1,291	\$360	\$5,291

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category

Table A-4
City of Tampa Multi-Modal Transportation Impact Fee Schedule – North Central District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0820	Transportation Cost per VMC:	\$99.53	Interstate/Toll Facility Adjustment Factor:	0%								
Gasoline Tax (Total Annual Rate):	\$1.74	Transportation Cost per PMC:	\$76.56	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	4.05	4.53	100%	15.19	1.30	19.75	\$1,512	\$409	\$95	\$1,008
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	4.05	4.53	100%	20.25	1.30	26.33	\$2,015	\$545	\$126	\$1,344
2,500 sf or larger	du	11.80	1989 Tampa Study	4.05	4.53	100%	23.90	1.30	31.07	\$2,378	\$643	\$149	\$1,586
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	4.05	4.53	100%	15.39	1.30	20.01	\$1,532	\$414	\$96	\$1,022
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	4.02	4.50	100%	10.45	1.30	13.59	\$1,040	\$281	\$65	\$694
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	4.02	4.50	100%	8.04	1.30	10.45	\$800	\$217	\$50	\$533
Mobile Home	du	4.80	1989 Tampa Study	4.02	4.50	100%	9.65	1.30	12.55	\$960	\$260	\$60	\$640
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.41	3.89	100%	5.63	1.30	7.32	\$560	\$154	\$36	\$370
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.41	3.89	100%	5.63	1.30	7.32	\$560	\$154	\$36	\$370
LODGING:													
Hotel	room	10.10	1989 Tampa Study	3.31	3.79	100%	16.72	1.30	21.74	\$1,664	\$460	\$107	\$1,096
Motel	room	10.10	1989 Tampa Study	3.31	3.79	100%	16.72	1.30	21.74	\$1,664	\$460	\$107	\$1,096
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	4.98	5.46	100%	13.70	1.30	17.81	\$1,363	\$361	\$84	\$918
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	4.98	5.46	100%	3.74	1.30	4.86	\$372	\$99	\$23	\$250
Warehouse	1,000 sf	4.90	1989 Tampa Study	4.98	5.46	100%	12.20	1.30	15.86	\$1,214	\$322	\$75	\$818
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	4.98	5.46	100%	6.97	1.30	9.06	\$694	\$184	\$43	\$467
Utilities	employee	0.70	1989 Tampa Study	4.98	5.46	100%	1.74	1.30	2.26	\$173	\$46	\$11	\$117
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	4.98	5.46	100%	28.39	1.30	36.91	\$2,825	\$749	\$174	\$1,903
Nursing Home	bed	2.60	1989 Tampa Study	3.57	4.05	100%	4.64	1.30	6.03	\$462	\$127	\$29	\$306
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	4.98	5.46	100%	44.07	1.30	57.29	\$4,387	\$1,162	\$270	\$2,954
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	4.98	5.46	100%	35.61	1.30	46.29	\$3,544	\$939	\$218	\$2,387
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	4.98	5.46	100%	27.14	1.30	35.28	\$2,701	\$716	\$166	\$1,819
Research Facility	1,000 sf	5.30	1989 Tampa Study	4.98	5.46	100%	13.20	1.30	17.16	\$1,313	\$348	\$81	\$885
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	100%	28.22	1.30	36.69	\$2,808	\$975	\$226	\$1,366
Shopping Center under 50,000 sf ^{gl^a(3)}	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	66%	42.80	1.30	55.64	\$4,260	\$1,479	\$343	\$2,072
Shopping Center 50,000-99,999 sf ^{gl^a(4)}	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	72%	50.18	1.30	65.23	\$4,995	\$1,548	\$359	\$2,624
Shopping Center 100,000-199,999 sf ^{gl^a(4)}	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	75%	52.53	1.30	68.29	\$5,228	\$1,552	\$360	\$2,818
Shopping Center 200,000-299,999 sf ^{gl^a(4)}	1,000 sf	50.60	1989 Tampa Study	2.88	3.36	75%	54.65	1.30	71.05	\$5,439	\$1,534	\$356	\$3,017
Shopping Center 300,000-399,999 sf ^{gl^a(4)}	1,000 sf	41.90	1989 Tampa Study	3.57	4.05	75%	56.09	1.30	72.92	\$5,583	\$1,531	\$355	\$3,142
Shopping Center 400,000-999,999 sf ^{gl^a(4)}	1,000 sf	37.20	1989 Tampa Study	3.57	4.05	75%	49.80	1.30	64.74	\$4,957	\$1,359	\$315	\$2,790
Shopping Center greater than 1,000,000 sf ^{gl^a(4)}	1,000 sf	34.10	1989 Tampa Study	3.57	4.05	75%	45.65	1.30	59.35	\$4,544	\$1,246	\$289	\$2,557

Table A-4 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – North Central District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	58%	56.03	1.30	72.84	\$5,576	\$2,426	\$563	\$2,199
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	3.57	4.05	100%	11.96	1.30	15.55	\$1,190	\$326	\$76	\$670
Furniture Store	1,000 sf	0.70	1989 Tampa Study	3.57	4.05	100%	1.25	1.30	1.63	\$124	\$34	\$8	\$70
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	82%	49.13	1.30	63.87	\$4,890	\$1,537	\$357	\$2,997
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	65%	69.46	1.30	90.30	\$6,913	\$2,288	\$531	\$4,094
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	54%	63.88	1.30	83.04	\$6,358	\$2,064	\$479	\$3,816
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	54%	72.58	1.30	94.35	\$7,223	\$2,344	\$544	\$4,335
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	54%	23.06	1.30	29.98	\$2,295	\$745	\$173	\$1,377
Insurance	1,000 sf	11.50	1989 Tampa Study	4.98	5.46	100%	28.64	1.30	37.23	\$2,850	\$755	\$175	\$1,920
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	89%	47.70	1.30	62.01	\$4,748	\$1,492	\$346	\$2,910
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	42%	69.12	1.30	89.86	\$6,879	\$2,388	\$554	\$3,937
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	4.55	5.03	100%	7.05	1.30	9.17	\$702	\$188	\$44	\$471
Marina	berth	3.00	1989 Tampa Study	4.55	5.03	100%	6.83	1.30	8.88	\$679	\$182	\$42	\$456
Golf Course	parking space	5.30	1989 Tampa Study	4.55	5.03	100%	12.06	1.30	15.68	\$1,200	\$321	\$74	\$805
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	94%	17.05	1.30	22.17	\$1,697	\$474	\$110	\$1,113
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	3.57	4.05	100%	1.79	1.30	2.33	\$178	\$49	\$11	\$118
Middle School (Private)	student	1.00	1989 Tampa Study	3.57	4.05	100%	1.79	1.30	2.33	\$178	\$49	\$11	\$118
High School (Private)	student	1.40	1989 Tampa Study	3.57	4.05	100%	2.50	1.30	3.25	\$249	\$68	\$16	\$165
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	3.57	4.05	100%	2.86	1.30	3.72	\$284	\$78	\$18	\$188
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	3.57	4.05	100%	4.28	1.30	5.56	\$426	\$117	\$27	\$282
Church	1,000 sf	7.70	1989 Tampa Study	3.57	4.05	100%	13.74	1.30	17.86	\$1,368	\$375	\$87	\$906
General Aviation	flight	3.06	1989 Tampa Study	4.98	5.46	100%	7.62	1.30	9.91	\$758	\$201	\$47	\$511
Civic Center	1,000 sf	25.00	1989 Tampa Study	4.98	5.46	100%	62.25	1.30	80.93	\$6,196	\$1,642	\$381	\$4,173

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category

Table A-5
City of Tampa Multi-Modal Transportation Impact Fee Schedule – University North District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0816	Transportation Cost per VMC:	\$139.01	Interstate/Toll Facility Adjustment Factor:	12.8%								
Gasoline Tax (Total Annual Rate):	\$1.74	Transportation Cost per PMC:	\$106.93	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	4.69	5.17	100%	15.34	1.30	19.94	\$2,132	\$405	\$94	\$1,632
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	4.69	5.17	100%	20.45	1.30	26.59	\$2,842	\$540	\$126	\$2,176
2,500 sf or larger	du	11.80	1989 Tampa Study	4.69	5.17	100%	24.13	1.30	31.37	\$3,354	\$637	\$148	\$2,568
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	4.69	5.17	100%	15.54	1.30	20.20	\$2,160	\$411	\$96	\$1,654
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	4.65	5.13	100%	10.54	1.30	13.70	\$1,465	\$279	\$65	\$1,122
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	4.65	5.13	100%	8.11	1.30	10.54	\$1,127	\$214	\$50	\$863
Mobile Home	du	4.80	1989 Tampa Study	4.65	5.13	100%	9.73	1.30	12.65	\$1,353	\$257	\$60	\$1,036
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.92	4.40	100%	5.64	1.30	7.33	\$784	\$152	\$35	\$597
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.92	4.40	100%	5.64	1.30	7.33	\$784	\$152	\$35	\$597
LODGING:													
Hotel	room	10.10	1989 Tampa Study	3.83	4.31	100%	16.87	1.30	21.93	\$2,344	\$455	\$106	\$1,784
Motel	room	10.10	1989 Tampa Study	3.83	4.31	100%	16.87	1.30	21.93	\$2,344	\$455	\$106	\$1,784
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	5.77	6.25	100%	13.84	1.30	17.99	\$1,923	\$359	\$84	\$1,481
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	5.77	6.25	100%	3.77	1.30	4.90	\$525	\$98	\$23	\$404
Warehouse	1,000 sf	4.90	1989 Tampa Study	5.77	6.25	100%	12.33	1.30	16.03	\$1,714	\$320	\$75	\$1,319
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	5.77	6.25	100%	7.04	1.30	9.15	\$979	\$183	\$43	\$754
Utilities	employee	0.70	1989 Tampa Study	5.77	6.25	100%	1.76	1.30	2.29	\$245	\$46	\$11	\$188
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	5.77	6.25	100%	28.68	1.30	37.28	\$3,987	\$744	\$173	\$3,069
Nursing Home	bed	2.60	1989 Tampa Study	4.05	4.53	100%	4.59	1.30	5.97	\$638	\$123	\$29	\$486
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	5.77	6.25	100%	44.53	1.30	57.89	\$6,190	\$1,156	\$269	\$4,765
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	5.77	6.25	100%	35.97	1.30	46.76	\$5,001	\$934	\$218	\$3,849
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	5.77	6.25	100%	27.42	1.30	35.65	\$3,812	\$712	\$166	\$2,934
Research Facility	1,000 sf	5.30	1989 Tampa Study	5.77	6.25	100%	13.33	1.30	17.33	\$1,853	\$346	\$81	\$1,427
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	100%	24.60	1.30	31.98	\$3,420	\$847	\$197	\$2,019
Shopping Center under 50,000 sf ^{gl^a(3)}	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	66%	37.32	1.30	48.52	\$5,188	\$1,285	\$299	\$3,063
Shopping Center 50,000-99,999 sf ^{gl^a(4)}	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	72%	43.76	1.30	56.89	\$6,083	\$1,345	\$313	\$3,761
Shopping Center 100,000-199,999 sf ^{gl^a(4)}	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	75%	45.80	1.30	59.54	\$6,367	\$1,349	\$314	\$3,999
Shopping Center 200,000-299,999 sf ^{gl^a(4)}	1,000 sf	50.60	1989 Tampa Study	3.13	3.61	75%	51.79	1.30	67.33	\$7,199	\$1,431	\$333	\$4,619
Shopping Center 300,000-399,999 sf ^{gl^a(4)}	1,000 sf	41.90	1989 Tampa Study	4.05	4.53	75%	55.49	1.30	72.14	\$7,714	\$1,487	\$346	\$4,998
Shopping Center 400,000-999,999 sf ^{gl^a(4)}	1,000 sf	37.20	1989 Tampa Study	4.05	4.53	75%	49.27	1.30	64.05	\$6,848	\$1,321	\$308	\$4,437
Shopping Center greater than 1,000,000 sf ^{gl^a(4)}	1,000 sf	34.10	1989 Tampa Study	4.05	4.53	75%	45.16	1.30	58.71	\$6,278	\$1,211	\$282	\$4,067

Table A-5 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – University North District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	58%	48.86	1.30	63.52	\$6,791	\$2,107	\$491	\$4,193
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	4.05	4.53	100%	11.83	1.30	15.38	\$1,645	\$317	\$74	\$1,066
Furniture Store	1,000 sf	0.70	1989 Tampa Study	4.05	4.53	100%	1.24	1.30	1.61	\$172	\$33	\$8	\$111
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	82%	42.85	1.30	55.71	\$5,956	\$1,335	\$311	\$4,310
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	65%	60.57	1.30	78.74	\$8,419	\$1,987	\$463	\$5,969
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	54%	55.71	1.30	72.42	\$7,743	\$1,793	\$418	\$5,533
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	54%	63.29	1.30	82.28	\$8,797	\$2,037	\$474	\$6,286
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	54%	20.11	1.30	26.14	\$2,795	\$647	\$151	\$1,997
Insurance	1,000 sf	11.50	1989 Tampa Study	5.77	6.25	100%	28.93	1.30	37.61	\$4,022	\$751	\$175	\$3,096
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	89%	41.60	1.30	54.08	\$5,782	\$1,296	\$302	\$4,185
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	42%	60.27	1.30	78.35	\$8,378	\$2,075	\$483	\$5,820
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	5.28	5.76	100%	7.14	1.30	9.28	\$992	\$187	\$43	\$762
Marina	berth	3.00	1989 Tampa Study	5.28	5.76	100%	6.91	1.30	8.98	\$960	\$181	\$42	\$737
Golf Course	parking space	5.30	1989 Tampa Study	5.28	5.76	100%	12.20	1.30	15.86	\$1,696	\$319	\$74	\$1,303
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	94%	14.86	1.30	19.32	\$2,066	\$411	\$96	\$1,559
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	4.17	4.65	100%	1.82	1.30	2.37	\$253	\$49	\$11	\$193
Middle School (Private)	student	1.00	1989 Tampa Study	4.17	4.65	100%	1.82	1.30	2.37	\$253	\$49	\$11	\$193
High School (Private)	student	1.40	1989 Tampa Study	4.17	4.65	100%	2.55	1.30	3.32	\$354	\$68	\$16	\$270
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	4.17	4.65	100%	2.91	1.30	3.78	\$404	\$78	\$18	\$309
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	4.17	4.65	100%	4.36	1.30	5.67	\$607	\$117	\$27	\$463
Church	1,000 sf	7.70	1989 Tampa Study	4.17	4.65	100%	14.00	1.30	18.20	\$1,946	\$374	\$87	\$1,485
General Aviation	flight	3.06	1989 Tampa Study	5.77	6.25	100%	7.70	1.30	10.01	\$1,070	\$200	\$47	\$824
Civic Center	1,000 sf	25.00	1989 Tampa Study	5.77	6.25	100%	62.89	1.30	81.76	\$8,743	\$1,633	\$380	\$6,730

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category

Table A-6
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Westshore District

Gasoline Tax (\$\$ per gallon to capital):	\$0.0818	Transportation Cost per VMC:	\$221.59	Interstate/Toll Facility Adjustment Factor:	17.0%								
Gasoline Tax (Total Annual Rate):	\$1.74	Transportation Cost per PMC:	\$170.46	Retail Fee Adjustment:	85%								
Facility life (years):	50	Fuel Efficiency:	17.16 mpg										
Interest rate:	7.0%	Effective Days per Year:	365										
Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RESIDENTIAL:													
Single Family (Detached)													
Less than 1,500 sf	du	7.50	1989 Tampa Study	3.55	4.03	100%	11.05	1.30	14.37	\$2,448	\$301	\$70	\$2,077
1,500 to 2,499 sf	du	10.00	1989 Tampa Study	3.55	4.03	100%	14.73	1.30	19.15	\$3,265	\$401	\$93	\$2,770
2,500 sf or larger	du	11.80	1989 Tampa Study	3.55	4.03	100%	17.38	1.30	22.59	\$3,852	\$474	\$110	\$3,268
Single Family (Semi-Detached)	du	7.60	1989 Tampa Study	3.55	4.03	100%	11.20	1.30	14.56	\$2,481	\$305	\$71	\$2,105
Multi-Family (1-2 stories)	du	5.20	1989 Tampa Study	3.57	4.05	100%	7.70	1.30	10.01	\$1,707	\$210	\$49	\$1,449
Multi-Family (3+ stories)	du	4.00	1989 Tampa Study	3.57	4.05	100%	5.93	1.30	7.71	\$1,313	\$161	\$38	\$1,114
Mobile Home	du	4.80	1989 Tampa Study	3.57	4.05	100%	7.11	1.30	9.24	\$1,576	\$194	\$45	\$1,337
Retirement Community/Age-Restricted Single-Family	du	3.30	1989 Tampa Study	3.10	3.58	100%	4.25	1.30	5.53	\$941	\$118	\$27	\$796
Assisted Living Facility (ALF)	du	3.30	1989 Tampa Study	3.10	3.58	100%	4.25	1.30	5.53	\$941	\$118	\$27	\$796
LODGING:													
Hotel	room	10.10	1989 Tampa Study	2.93	3.41	100%	12.28	1.30	15.96	\$2,721	\$343	\$80	\$2,299
Motel	room	10.10	1989 Tampa Study	2.93	3.41	100%	12.28	1.30	15.96	\$2,721	\$343	\$80	\$2,299
INDUSTRIAL:													
General Light Industrial	1,000 sf	5.50	1989 Tampa Study	4.25	4.73	100%	9.70	1.30	12.61	\$2,150	\$259	\$60	\$1,830
General Heavy Industrial	1,000 sf	1.50	1989 Tampa Study	4.25	4.73	100%	2.65	1.30	3.45	\$586	\$71	\$16	\$499
Warehouse	1,000 sf	4.90	1989 Tampa Study	4.25	4.73	100%	8.64	1.30	11.23	\$1,915	\$231	\$54	\$1,631
Mini-Warehouse	1,000 sf	2.80	1989 Tampa Study	4.25	4.73	100%	4.94	1.30	6.42	\$1,094	\$132	\$31	\$932
Utilities	employee	0.70	1989 Tampa Study	4.25	4.73	100%	1.23	1.30	1.60	\$274	\$33	\$8	\$233
MEDICAL:													
Hospital	bed	11.40	1989 Tampa Study	4.25	4.73	100%	20.11	1.30	26.14	\$4,456	\$537	\$125	\$3,793
Nursing Home	bed	2.60	1989 Tampa Study	3.46	3.94	100%	3.73	1.30	4.85	\$827	\$102	\$24	\$702
OFFICE:													
General Office under 100,000 sf ⁽³⁾	1,000 sf	17.70	1989 Tampa Study	4.25	4.73	100%	31.22	1.30	40.59	\$6,918	\$834	\$194	\$5,890
General Office 100,000-199,999 sf ⁽⁴⁾	1,000 sf	14.30	1989 Tampa Study	4.25	4.73	100%	25.22	1.30	32.79	\$5,589	\$674	\$157	\$4,759
General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.90	1989 Tampa Study	4.25	4.73	100%	19.22	1.30	24.99	\$4,260	\$514	\$119	\$3,627
Research Facility	1,000 sf	5.30	1989 Tampa Study	4.25	4.73	100%	9.35	1.30	12.16	\$2,071	\$250	\$58	\$1,764
RETAIL:													
Hardware/ Paint	1,000 sf	51.30	1989 Tampa Study	1.10	1.58	100%	23.42	1.30	30.45	\$5,189	\$807	\$188	\$3,565
Shopping Center under 50,000 sf ^{gl^a(3)}	1,000 sf	117.90	1989 Tampa Study	1.10	1.58	66%	35.52	1.30	46.18	\$7,871	\$1,225	\$285	\$5,408
Shopping Center 50,000-99,999 sf ^{gl^a(4)}	1,000 sf	82.00	1989 Tampa Study	1.70	2.18	72%	41.65	1.30	54.15	\$9,230	\$1,282	\$298	\$6,502
Shopping Center 100,000-199,999 sf ^{gl^a(4)}	1,000 sf	66.70	1989 Tampa Study	2.10	2.58	75%	43.60	1.30	56.68	\$9,661	\$1,286	\$299	\$6,865
Shopping Center 200,000-299,999 sf ^{gl^a(4)}	1,000 sf	50.60	1989 Tampa Study	2.82	3.30	75%	44.41	1.30	57.73	\$9,842	\$1,247	\$290	\$7,058
Shopping Center 300,000-399,999 sf ^{gl^a(4)}	1,000 sf	41.90	1989 Tampa Study	3.46	3.94	75%	45.12	1.30	58.66	\$9,999	\$1,233	\$287	\$7,207
Shopping Center 400,000-999,999 sf ^{gl^a(4)}	1,000 sf	37.20	1989 Tampa Study	3.46	3.94	75%	40.06	1.30	52.08	\$8,877	\$1,095	\$255	\$6,399
Shopping Center greater than 1,000,000 sf ^{gl^a(4)}	1,000 sf	34.10	1989 Tampa Study	3.46	3.94	75%	36.72	1.30	47.74	\$8,138	\$1,004	\$233	\$5,865

Table A-6 (continued)
City of Tampa Multi-Modal Transportation Impact Fee Schedule – Westshore District

Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT ⁽¹⁾	Person Trip Factor	Net PMT ⁽²⁾	Total Impact Cost	Gas Tax Credit	License Tax Credit	Net Multi Modal Fee
RETAIL:													
Convenience Market (24 hour)	1,000 sf	322.00	1989 Tampa Study	0.60	1.08	58%	46.50	1.30	60.45	\$10,305	\$2,009	\$467	\$6,654
Wholesale Market	1,000 sf	6.70	1989 Tampa Study	3.46	3.94	100%	9.62	1.30	12.51	\$2,132	\$263	\$61	\$1,537
Furniture Store	1,000 sf	0.70	1989 Tampa Study	3.46	3.94	100%	1.01	1.30	1.31	\$223	\$27	\$6	\$161
RESTAURANT:													
Quality Restaurant	1,000 sf	74.90	1989 Tampa Study	1.60	2.08	82%	40.78	1.30	53.01	\$9,037	\$1,273	\$296	\$7,468
Fast Food Rest. w/Drive-Thru	1,000 sf	164.40	1989 Tampa Study	1.30	1.78	65%	57.65	1.30	74.95	\$12,775	\$1,895	\$441	\$10,440
SERVICES:													
Bank/Savings Walk-In	1,000 sf	169.00	1989 Tampa Study	1.40	1.88	54%	53.02	1.30	68.93	\$11,749	\$1,709	\$397	\$9,643
Bank/Savings Drive-In	1,000 sf	192.00	1989 Tampa Study	1.40	1.88	54%	60.24	1.30	78.31	\$13,348	\$1,942	\$452	\$10,955
Savings & Loans	1,000 sf	61.00	1989 Tampa Study	1.40	1.88	54%	19.14	1.30	24.88	\$4,241	\$617	\$143	\$3,481
Insurance	1,000 sf	11.50	1989 Tampa Study	4.25	4.73	100%	20.28	1.30	26.36	\$4,495	\$542	\$126	\$3,827
Day Care Center	1,000 sf	67.00	1989 Tampa Study	1.60	2.08	59%	26.25	1.30	34.13	\$5,816	\$819	\$190	\$4,807
Service Station/Car Wash	1,000 sf	299.20	1989 Tampa Study	1.10	1.58	42%	57.37	1.30	74.58	\$12,712	\$1,978	\$460	\$10,274
RECREATION:													
General Recreation	parking space	3.10	1989 Tampa Study	3.93	4.41	100%	5.06	1.30	6.58	\$1,120	\$136	\$32	\$953
Marina	berth	3.00	1989 Tampa Study	3.93	4.41	100%	4.89	1.30	6.36	\$1,084	\$132	\$31	\$922
Golf Course	parking space	5.30	1989 Tampa Study	3.93	4.41	100%	8.64	1.30	11.23	\$1,915	\$233	\$54	\$1,628
Racquet Club/Health Club	1,000 sf	11.70	1989 Tampa Study	3.10	3.58	94%	14.15	1.30	18.40	\$3,135	\$392	\$91	\$2,652
INSTITUTIONAL:													
Elementary School (Private)	student	1.00	1989 Tampa Study	3.24	3.72	100%	1.34	1.30	1.74	\$298	\$37	\$9	\$252
Middle School (Private)	student	1.00	1989 Tampa Study	3.24	3.72	100%	1.34	1.30	1.74	\$298	\$37	\$9	\$252
High School (Private)	student	1.40	1989 Tampa Study	3.24	3.72	100%	1.88	1.30	2.44	\$417	\$52	\$12	\$353
University/Junior College (7,500 or fewer students) (Private)	student	1.60	1989 Tampa Study	3.24	3.72	100%	2.15	1.30	2.80	\$477	\$59	\$14	\$404
University/Junior College (more than 7,500 students) (Private)	student	2.40	1989 Tampa Study	3.24	3.72	100%	3.23	1.30	4.20	\$715	\$89	\$21	\$605
Church	1,000 sf	7.70	1989 Tampa Study	3.24	3.72	100%	10.35	1.30	13.46	\$2,294	\$285	\$66	\$1,943
General Aviation	flight	3.06	1989 Tampa Study	4.25	4.73	100%	5.40	1.30	7.02	\$1,196	\$144	\$34	\$1,018
Civic Center	1,000 sf	25.00	1989 Tampa Study	4.25	4.73	100%	44.09	1.30	57.32	\$9,771	\$1,178	\$274	\$8,319

(1) Net VMT calculated as ((Trip Generation Rate * Trip Length * % New Trips) * (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development

(2) Net PMT calculated as (Net VMT * Person-Trip Factor). This reflects the unit of person-miles of capacity consumed per unit of development and is multiplied by the transportation cost per PMC

(3) The trip generation rate recommended for the office and retail "less than 50,000 sf" categories used the endpoint of 50,001 sf

(4) The trip generation rate recommended for all other office and retail tiered categories used the mid-point of each tier of the respective category